



City of Edmonds

Community Services Department

Date: October 16, 2003

To: Mayor Haakenson, City Council members

From: Stephen Clifton, AICP, Community Services Director

Subject: Community Services Quarterly Report – October 2003

As requested by the City Council, this report provides an update on major projects currently being worked on by Community Services Department staff.

I. EDMONDS CROSSING

Project Description

Edmonds Crossing is a regional project intended to provide a long-term solution to current operational and safety conflicts between ferry, rail, automobile, bus, and pedestrian traffic in downtown Edmonds. The Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Washington State Department of Transportation (WSDOT) (including Washington State Ferries [WSF]), and the City of Edmonds propose to relocate the existing state ferry terminal from Main Street, in downtown Edmonds, to another site farther from the downtown core. In the process, a multimodal center would be established that would integrate ferry, rail, and transit services into a single complex. A realigned SR 104 from its current intersection with Pine Street would provide access. The new complex would provide an upgraded ferry terminal designed to meet the operational requirements for accommodating forecast ferry ridership demand; a new rail station designed to meet intercity (Amtrak) passenger service and commuter rail (Sounder) loading requirements; a transit center that would meet local bus system and regional transit system loading requirements; facilities that allow both vehicular commuters and walk-on passengers to utilize various transportation modes; parking, drop-off areas, retail/concessionaire space, and waiting areas; and a system linking these facilities to allow for the safe movement of users.

Significant Activities Since July 10, 2003

- City staff and consultants continue(d) to work on a variety of issues in preparation for the next Signatory Agency Committee (SAC) in Olympia, Washington. In order to move forward and issue a Final Environmental Impact Statement (FEIS),

SAC members must express their support for Concurrence Point #3 (the last phase of the National Environmental Policy Act Merger Agreement process).

- July, August, September, October, 2003 – City staff attended meetings with representatives from Snohomish County to discuss Snohomish County's portion of the proposed Snohomish, King and Pierce County Regional Transportation Investment District (RTID) funding scenarios. City staff will continue to attend these meetings when scheduled. As of September 18, 2003, the RTID allocation for the Edmonds Crossing Multimodal Terminal remains at \$152 million dollars. In July, the proposed funding scenarios included a .3% Sales and Use Tax, \$75 License Fee and .2% MVET, or .3%, .4% and .5% Graduated Sales and Use Tax, \$75 License Fee and .2% MVET. The most recent proposal is a .4% sales and use tax, \$50 license fee, .3% MVET, and 2.8¢ local option gas tax. As explained in previous quarterly reports, there is no guarantee that the RTID Executive Board will adopt a final list containing the Edmonds Crossing Multimodal Terminal or that the funding amount will remain as proposed.

The RTID Executive Board has decided that a vote on the RTID package will take place in the fall of 2004. Additional information on this issue is available via the internet at <http://www.rtid.dst.wa.us>

- July 31, 2003 - City, WSF, WSDOT, Federal Highway Administration, and CH2M Hill staff met with representatives from the Tulalip and Suquamish Tribes to discuss project mitigation and the environmental process.
- August 18, 2003 - City, WSF, WSDOT, Federal Highway Administration, CH2M Hill and Washington State Attorney General staff met to discuss project mitigation and the environmental process.
- September 12, 2003 – City, WSF, WSDOT, Federal Highway Administration staff met with Washington State Secretary of Transportation Doug McDonald in Olympia to discuss the Edmonds Crossing project, working through the Environmental Impact Statement process and negotiations with various Tribes.
- October 1, 2003 - The Washington State Fisheries, Ecology and Parks Committee visited the UNOCAL site to hear a presentation by City of Edmonds and Washington State Department of Ecology staff on the Edmonds Crossing project and cleanup of the UNOCAL site.
- October 3, 2003 – City, WSF, WSDOT, Federal Highway Administration, and CH2M Hill staff met to discuss project mitigation and the environmental process.

II. SOUND TRANSIT

Project Description

During the past few years, Sound Transit has been implementing what is called the *Sound Move* Plan. One element calls for commuter rail services, otherwise known as

Sounder. Commuter rail will eventually link Everett in the north with Seattle, Tacoma and Lakewood in the South, a total of 82 miles through three counties. Sounder is being implemented in three phases, one of which includes Everett to Seattle. Three commuter rail stations are planned along this corridor, i.e., Everett, Mukilteo and Edmonds.

The Edmonds Station will be located between the existing Amtrak Station and Main Street along both sides of the Burlington Northern Santa Fe (BNSF) tracks. The budget is \$8.062 million in 2001 dollars which has/will pay for environmental review, preliminary and final designs prepared by Streeter Architects, permitting, construction, and station elements such as ticket vending machines, platforms, canopies, parking, storm drainage control, lighting, signage, landscaping, etc. Station art, which will be provided on site, is a separate budget.

Everett-Seattle Sounder, at full operation, now calls for 8 trains per day (or four round trips) and will include reverse trips. This is a reduction of two round trips from the originally proposed operational plan. Initial service will be phased in, starting with one (roundtrip) train per day by the end of 2003.

In an attempt to address future needs in the area, a culvert is proposed to be installed near the Marina Beach property beneath both BNSF Railroad tracks, concurrent with the construction of a second track. This will allow for the eventual daylighting of Willow Creek at the time the Edmonds Crossing project is constructed.

Significant Activities Since July 10, 2003

- Sound Transit has been working with INCA Engineers to design a temporary platform for the first Sounder Commuter Rail train on a portion of the Edmonds Station platform previously used for the Try Rail! Commuter Rail Demonstration trains in 1995. This 885-foot long portion of the track, south of the existing Amtrak station building, was raised to an elevation of approximately 8 inches above the top of rail, which is a requirement of Sounder equipment. A tactile warning strip (yellow plastic tiles with truncated domes) was installed along the trackside edge of the platform, but later removed by Amtrak. A wood "mini-high" platform was constructed for wheelchair access to the train.

For initial Sounder service (one roundtrip train each weekday scheduled to begin near the end of this year; see segment on negotiations with BNSF Railway below), Sound Transit proposes to repair and refurbish the 885-foot long portion of the track by removing the damaged and weathered wood header, filling potholes and resurfacing the asphalt surface of the raised platform and installing new tactile warning tile on the trackside edge of the platform. A mini-high platform will be constructed and located so as to allow for safe operation by Sounder and continued use of the platform by Amtrak's baggage cart.

The parking lot located south of the Amtrak station building will be used for Sounder customer parking during the initial phase of operations. Sound Transit is discussing with the property owner and tenant how to proceed with this.

Some of the parking spaces will need to be re-striped to provide a sufficient amount of accessible parking. A ramp for accessible access from the parking area to the platform will also be provided and will require removal of a part of the fence that now runs between the platform and the parking lot, as well as some of the landscaped strip. Existing parking lot lights will also be repaired/restored. A small temporary shelter, for the temporary location of two ticket vending machines (TVM), will be provided within the parking area. This requires the construction of an 8'x16' concrete pad upon which the TVMs will be secured.

As the interim improvements will be paid for from the overall Edmonds Station budget, Sound Transit is trying to accomplish tasks mentioned above as inexpensively as possible, and at the same time provide a safe and attractive facility for the first Sounder riders in Edmonds.

Start of construction on the above listed items was scheduled to begin near the end of October, however, Amtrak has Sound Transit to reconsider the location of the proposed mini-high platform which would require Sound Transit to extend the raised platform another 40 feet towards Dayton. This could potentially put the interim improvement budget over the dollar amount limit on Sound Transit's on-call roster contracts. Sound Transit is discussing the issue with their railroad operations people as well as BNSF and Amtrak. Work on the above listed items could begin in November 2003.

2004 Sound Transit Edmonds Station Budget

The proposed 2004 Budget for Sound Transit includes a line item for construction of \$1.6 million in 2004. Sound Transit intends to begin final design underway this year and start construction next year on the west side platform at the station in order to ramp up to full service. Any station construction is based on successful conclusion of ongoing negotiations with BNSF. Upon successful conclusion of the ongoing negotiations, and conclusion of the final design phase, Sound Transit plans to proceed with construction as described in the July, 2003 Community Services Quarterly Report.

Negotiations with Burlington Northern Santa Fe Railway

As referenced in the July 2003 Quarterly Report, Sound Transit and Burlington Northern Santa Fe reached an agreement in principle, or a term sheet, for Sounder Service on the Everett-Seattle and Lakewood-Tacoma corridors in May of this year. The term sheet formed a foundation of implementing agreements and was to be under negotiation for 90-120 days. To date, Sound Transit and Burlington Northern Santa Fe Railway haven't completed the \$250 million contract to extend Sounder commuter trains to Everett. The negotiation timeline expired and Sound Transit has requested that talks continue through December 1, 2003.

III. FIRE STATION #16

Project Description

A new fire station located at 8429 - 196th Street SW, Edmonds, Washington. The building footprint is approximately 10,000 square feet. Amenities include office(s), a laundry, apparatus bay area, three (3) fire engine bays, aid and staff apparatus, equipment storage rooms, room, kitchen, dayroom, individual sleeping dorms for up to six firefighters, bathrooms, emergency power plant, and other amenities.

Significant Activities since July 10, 2003

- July, August, September and October, 2003 – Construction of the new station continued with significant progress made on internal and external improvements.
- October 9, 2003 – Certificate of Occupancy issued for the new station.
- October 10, 2003 - The new station became operational and is now occupied by fire fighter staff.

A project closeout report will be presented to the City Council in November after all associated invoices have been paid and processed. A few miscellaneous items remain to be purchased.

IV. UNOCAL SITE CLEANUP

Project Description

The UNOCAL property consists of an upper yard, which contained fuel storage tanks as recently as last year, and a lower yard which currently contains pipes, truck-loading racks, office buildings, etc. Additionally, petroleum contamination also exists in the soil and is floating in, and on top of, ground and surface water, resulting from more than 60 years of operation. Unocal is in the middle stages of cleaning up the site.

Significant Activities since July 10, 2003

- September 3, 2003 – Department of Ecology (Ecology) issued press release announcing UNOCAL completion of the first part of a two-stage cleanup at the former bulk-fuel facility in Edmonds, under the terms of an agreement with the Department of Ecology. A public comment period related to an As Built Report was established between September 5 – October 4, 2003 on the cleanup project. The attached Fact Sheet from the Department of Ecology described specifics about the cleanup certification.
- October 9, 2003 – Department of Ecology issued letter (see attached) confirming that UNOCAL has successfully completed the cleanup actions identified in the June 21, 2001 Interim Action Report for the Upper Yard. The Upper Yard is a portion of the overall site addressed by the Model Toxic Control Act Agreed Order No. DE 92TC-N328, in the Matter of Remedial Action by Union Oil

Company of California d/b/a UNOCAL, dated October 23, 2001. The cleanup included excavation and removal of storage tanks and piping from surface areas; excavation and removal of metals-contaminated surface soils; and excavation and removal of contaminated surface and subsurface soils.

V. EDMONDS PUBLIC FACILITIES DISTRICT

Project Description

The City Council, pursuant to state law, approved the formation of the Public Facilities District (PFD) at its April 24, 2001 meeting. A PFD is a separate municipal corporation that has authority to undertake the design, construction, operation, promotion and financing of a Regional Center in the city. The Public Facilities District board consists of five members appointed by the City Council on June 19, 2001.

Significant Activities Since July 10, 2002

- July, August, September and October – LMN Architects completed the schematic and preliminary drawings. Construction drawings are now underway. The PFD Fundraising Campaign Committee is now focusing on the fundraising activities.
- July 15, 2003 – Project update presentation to the Edmonds City Council regarding the Edmonds Center for the Arts.